

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3076

T.H. 51

S.P. 6216-50

Half Cloverleaf Interchange At The
Junction of T.H. 51 and County Road B2

Proposed: September 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Office Memorandum

TO : T. S. Thompson - Road Design Engineer

DATE: September 22, 1964

FROM : Johan Nygaard - Planning Research Engineer

SUBJECT: T.H. 51, S.P. 6216-50, Half Cloverleaf Interchange at the Junction of T.H. 51 and County Road B2

This report is transmitted in response to your August 6, 1964 request for a 1980 heavy commercial traffic analysis on the above-mentioned interchange. The 1980 ADT and DHV have been previously transmitted in TAU 263 on December 16, 1963.

The 1980 heavy commercial ADT volumes transmitted in this report differ significantly from those transmitted in TAU 3057 because the 1980 heavy commercial ADT volumes transmitted in TAU 3057 are attendant to significantly different 1980 total ADT volumes. The 1980 heavy commercial ADT in this transmittal is attendant to the 1980 ADT transmitted in TAU 263.

The map on page 2 shows the location of the junction of T.H. 51 with County Road B2. For each segment numbered on the map on page 3, the following data are tabulated on the form on page 4.

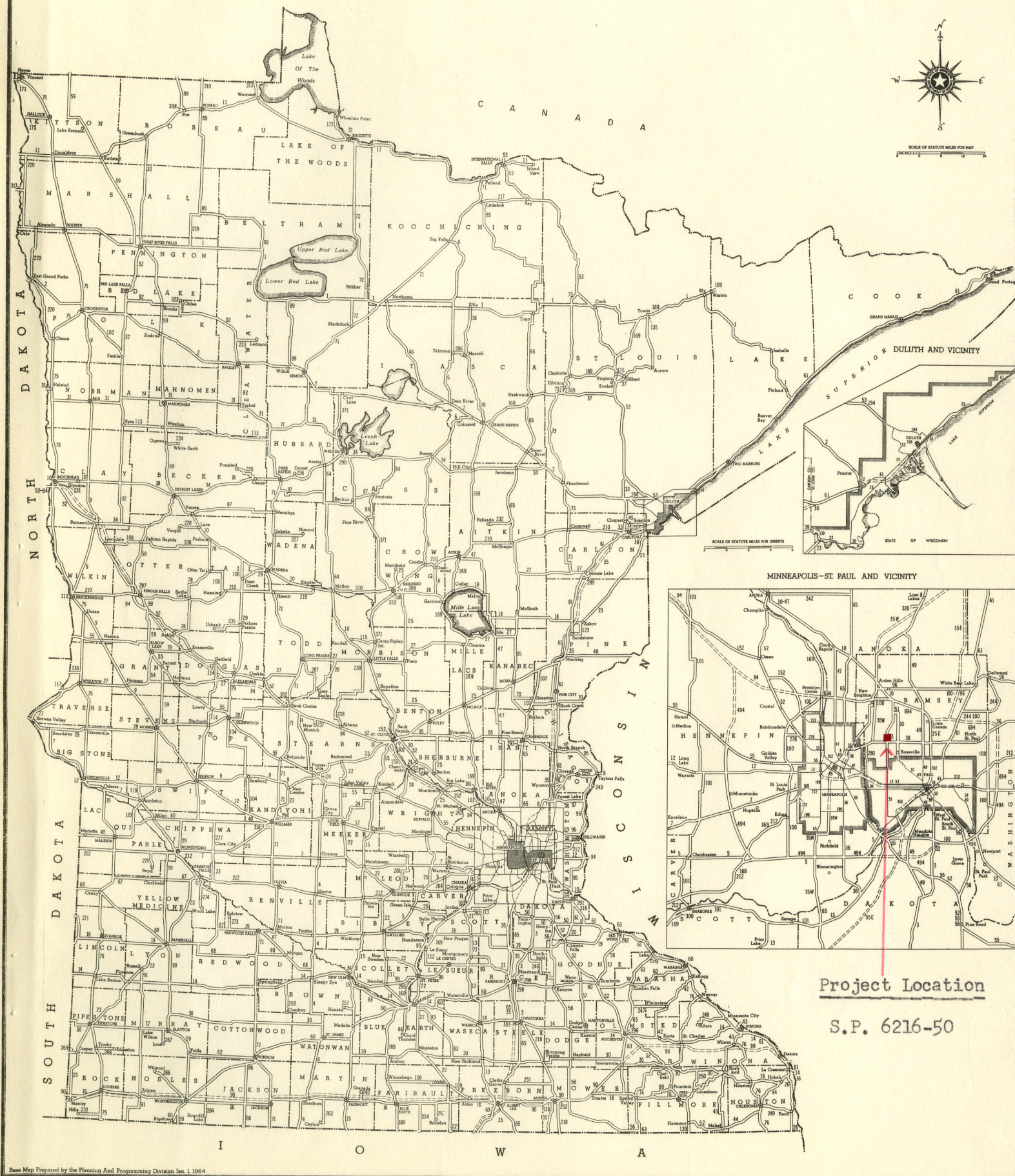
- Vehicle Type Distribution
- Total ADT (based upon TAU 263)
- Total Heavy Commercial ADT
- Total DHV without Directional Distribution (based upon TAU 263)
- Directional Distribution of the DHV (based upon TAU 263)

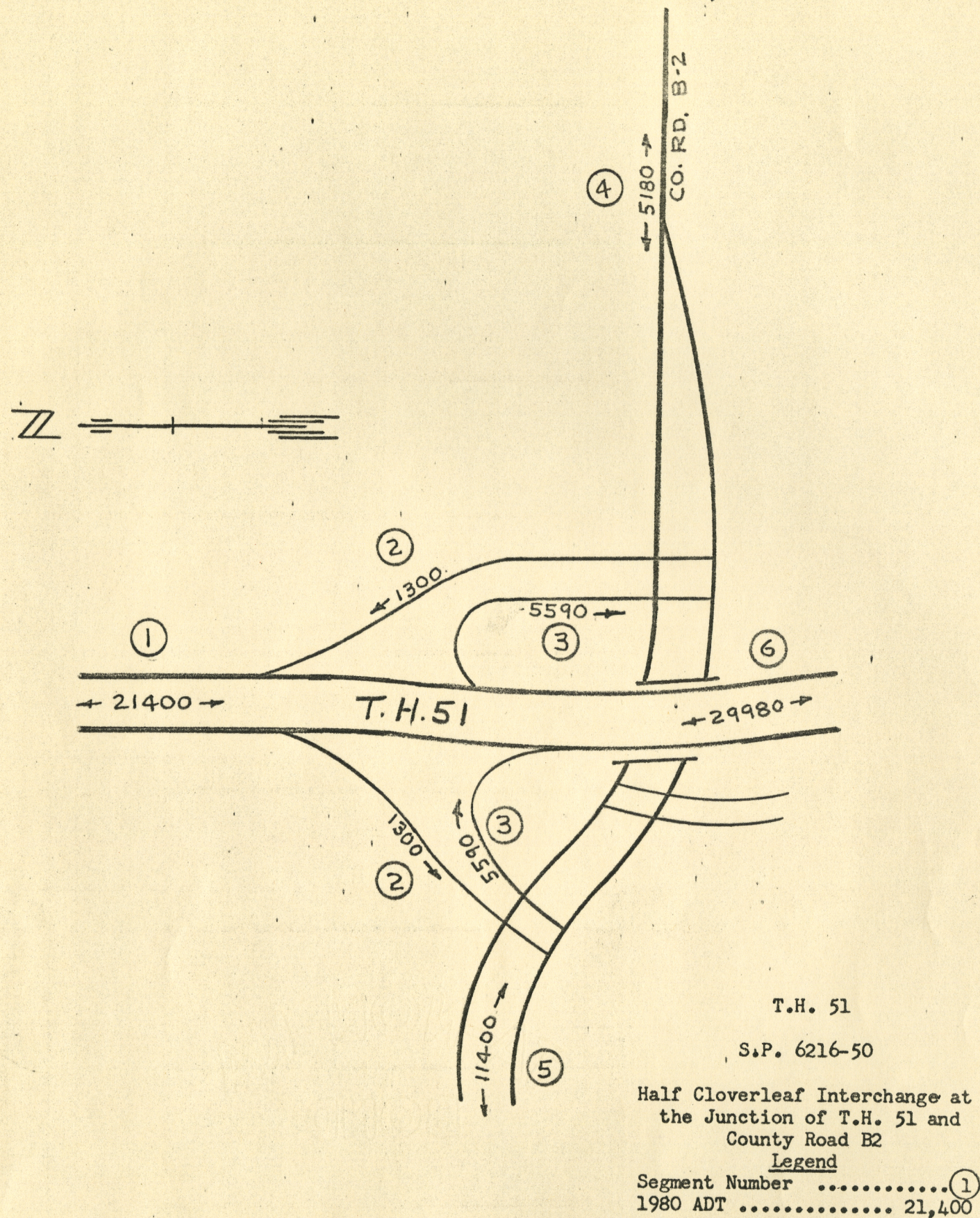
Basic Data, Method, and Assumptions used in the preparation of this report are presented on page 5.

The 1962 ADT for segment 6 having the highest 1980 ADT is 22200.

This request was initiated by W. E. Sweet.

Johan Nygaard





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TRAFFIC ESTIMATE DATA

DESIGN YEAR 1980 PART 1 OF 1

FOR

T.H. 51 S.P. 6216-50 LENGTH - MILES

COUNTY Ramsey LOCATION Half Cloverleaf Interchange at

the Junction of T.H. 51 and County Road B2

BASED ON

1980 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 6 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6					
0	19090	1250	5400	5000	11000	27390					
1	900	25	130	120	270	1110					
2	100	7	10	10	30	106					
3	230	6	15	10	20	248					
4	340	4	10	5	10	352					
5	640	4	10	5	10	652					
6	100	4	15	30	60	122					
TOTAL ADT	21400	1300	5590	5180	11400	29980					
TOTAL H. COMM. ADT	2310	50	190	180	400	2590					
TOTAL DHV	2090	130	570	440	890	2870					
DIRECTIONAL DISTRIBUTION	65-35	100-0	100-0	64-36	58-42	67-33					

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

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BASIC DATA, METHOD, AND ASSUMPTIONS

The 1980 Heavy Commercial ADT on T.H. 51 was based upon vehicle classification counts taken on T.H. 51 at the junction with County Road C on December 19 and 20, 1962.

The most important traffic generator to be served by the County Road B2 Half Cloverleaf Interchange will be the proposed Golden Rule Shopping Center. Thus, it was felt that the vehicle type distribution on the ramps must reflect a distribution typical of roads serving existing shopping centers. The proposed Golden Rule Shopping Center will have an estimated 700,000 square feet of floor space. The Southdale Center, of all of the existing shopping centers, is closest to this size. Thus, it is thought that a 16-hour vehicle classification count recorded for West 66th Street near the entrance to the Southdale Shopping Center would provide the best vehicle type distribution of all vehicle classification counts recorded within the Twin Cities Metropolitan Area. So, the vehicle type percentage distribution obtained from the West 66th Street vehicle classification count was applied to the 1980 total ADT on segments 2 through 5 in order to obtain the 1980 heavy commercial ADT.